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## Intimations.

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CHINA AND HER ALLIES, by A. H. Savage Lander, 2 Vols., illus. and Maps. \$19.00  
 CHINA—HER HISTORY, DIPLOMACY AND COMMERCE, by E. H. Parker. 4.00  
 MISSION, PROBLEMS AND MISSION. THEODOS IN SOUTH CHINA, by J. C. Gibson, M.A. 3.50  
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BRASSEY'S NAVAL ANNUAL 1901. Price \$10.  
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 SANDOWS DEVELOPERS AND GRIP DUMB BELLS. Price \$8. [6000]

## ESSETS FLUID

VERSUS

## PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents

## WATKINS, LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901. [7140]

## To-day's Advertisements.



## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER in Bankruptcy to Sell by PUBLIC AUCTION, BY ORDER OF THE COURT, Suit No. 63 of 1901, Original Jurisdiction, THE OFFICIAL RECEIVER in BANKRUPTCY versus G. C. C. MASTER and Others.

on THURSDAY, the 18th July, 1901, at 2.30 P.M., at their Sales Rooms, Ice House Street, 8 NEW SINGER'S HAND SEWING MACHINES.

And 25 NEW SINGER'S TREADLE SEWING MACHINES. NOW ON VIEW. TERMS—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 13th July, 1901. [7440]

## NOTICE.

IN the Matter of the Estate of E. THOENENT, late of Victoria, Hongkong, China Export-Import and Bank Co. Creditors are requested to send their Claims at an early date to

## GERMAN CONSULATE.

Hongkong, 13th July, 1901. [7410]

## NOTICE.

THE Offices of the Undermentioned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, corner Queen's Road and Ice House Street on the 1st August. CODDARD & DOUGLAS. Hongkong, 13th July, 1901. [7430]

## JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTONJEE, 5, 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901. [54]

## TO LET.

A HOUSE in RIFON TERRACE. "FAIRVIEW"—KOWLOON. "THE RETREAT"—MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 13th July, 1901. [2090]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship "HAILONG." Captain Bathurst, will be despatched from above Port, on MONDAY, the 15th instant, at 2 P.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 13th July, 1901. [7450]

## To-day's Advertisements.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS, Local Manager. 10, Des Vaux Road, Central, Hongkong, 23rd May, 1901. [5490]

## FOR SALE.

A COUNTER 24 feet by 4 feet 6 inches with Teakwood Two-Shelf Stand on Top and Shelving below. Apply to W. BREWER & CO., Queen's Road, Hongkong, 13th July, 1901. [7420]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

"YUENSANG." Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 13th July, 1901. [7460]

Hongkong, 13th July, 1901. [7460]

## Intimations.

NOW READY.

THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE

"HONGKONG TELEGRAPH." TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a second edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and Postage. Hongkong, 2nd May, 1901.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS. ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE 6.96 \$ 7.56  
 ST. JULIEN 9.00 9.60  
 LA ROSE 12.96 13.92  
 CHATEAU HAUT BRION 18.00 19.20  
 LARRIVET 21.00 22.20  
 CHATEAU MOUTON D'ARMAILHAC 21.00 22.20  
 CHATEAU PONTET CABNET 25.00 —  
 CHATEAU LA TOUR CABNET 30.00 —  
 CHATEAU RAUZAN 42.00 —  
 CHATEAU LAFITE 48.00 —

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 13th July, 1901. [7450]

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## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 13, 1901.

## NOTES AND COMMENTS.

## Want of Knowledge.

The other day we said that we did not believe that the Chinese knew of new sanitary bye-laws which come into force and that there ought to be some better method of bringing alterations made in existing laws to their notice than those at present in vogue.

We are informed by a gentleman who is a good Chinese scholar and travels extensively amongst them, that by far the greater part are utterly ignorant of what is required of them.

Take for instance plague. Our informant was travelling to one of our outstations by a ferry launch the other day and over-heard a long conversation on the subject of plague.

The chief speaker said that if a Chinaman was found to be suffering from plague he was immediately carted off to Kennedy Town and was filled up with brandy and sulphur water and then had ice put on his head.

This the man thought was a very bad thing, it was evident that the Foreign doctors did not understand the insides of Chinamen.

Our informant then took a hand in the discussion and pointed out that there was no need for a Chinaman to be treated this way if he didn't like it, as he could be placed entirely under the charge of Chinese if he pleased and be treated in the Chinese manner.

At this the passengers on the launch were greatly surprised, for they said they had never heard of such being the case. They imagined that if a man went to Kennedy Town he had to receive European treatment whether he liked it or not. If, said they, Chinamen are permitted to choose their own treatment then nobody can object to go to the hospital. But they had never heard that this was the case.

This certainly shows a bad state of affairs. Here it seems the Chinese have never been properly informed of one of the most important concessions that has been made to them, for it is hardly to be imagined that had such a piece of news been properly advertised amongst them it would have failed to spread widely.

If then, such an important matter as this has failed to become known to the Chinese at large, how can it be expected that they are to know anything about our very complicated system of Sanitary Bye-Laws? Take the history of sanitary legislation in Hongkong for the last six years and we do not think we shall be far wrong in saying that it would require an expert to unravel the tangled skein.

What is lawful one year becomes unlawful the next, and one can never be sure for many months together but that some new bye-law will be put in force which will upset things once more and start some momentous question.

What we want is a thorough overhaul of the whole of our Sanitary bye-laws and regulations. If the Royal Commission which is being asked for could accomplish this, what a blessing it would be. We know that it is often necessary to add a bit here or cut out a clause there, but it seems to us that we are simply going in for patchwork the whole time. Would it not be better when the Royal Commission arrives to see if it would not be possible to have a thorough cleanout in our Sanitary Laws as well as in the town itself? What we ought to do is to profit by our own and other folk's experience, and so commence where they left off. Instead of this we are miles behind other cities, and this constant patching is necessary to bring us a little nearer the times.

REUTER'S TELEGRAMS. THE BRITISH NAVAL MANOEUVRES. A HUGE FLEET.

LONDON, July 12th. The British naval manoeuvres, in which 163 warships will participate, will commence on the 16th instant.

MR. BRODRICK AND THE WAR. AN EXCESS OF CONSIDERATION.

Mr. Brodrick speaking at a banquet of the Conservative Associations, said that the mistakes of the Government in connection with the war in South Africa were due to an excess of consideration for the enemy.

The Government trusted Lord Kitchener, and would place no obstacles in his way.

RUSSIAN FRIENDLINESS TOWARDS SERBIA AND BULGARIA. BEWARE OF THE BEAR.

Russia's increasing friendliness towards Serbia and Bulgaria is causing some anxiety in Austria.

LATER.

BRITISH SOUTH AFRICA. THE VLAKFONTEIN ALLEGATIONS.

Lord Kitchener has informed Mr. Brodrick that seven men testify to seeing the Boers shoot the wounded after the Vlakensfontein fight, and that he has ordered sworn evidence to be taken.

WEATHER REPORT.

The Observatory report says:—On the 13th at 12.10 p.m. the barometer has risen slightly in S. China and the Philippines. Pressure is highest over the Pacific to the E. of the Loochoos, and gradients are slight for S. and S.E. winds off the China coast and in the N. part of the China Sea. Forecast—Moderate S.E. winds; showery.

## LOCAL AND GENERAL.

MR. DAVID GILLIES of the Dock Company is leaving shortly for a trip.

We understand that the Hon. F. H. May, C.M.G., with Mrs. May, are shortly leaving for England.

MR. C. H. ROSS of Messrs. Ramsey & Co. reports a quiet, steady trade doing. With a well assorted stock they are quite prepared for a big increase in the turnover.

WILSON, a Javanese was walking along the Anson Road, Kuala Lumpur, says a recent Malay *Atlat*, near the river, a crocodile made a rush at him from the side of the road. He killed it with a stick. It was measured and found to be four feet long.

THE great Harvard Vaudeville Company left by the City of Peking for Shanghai and expects to return here in about a month with several new artists. Although the stay has not been peculiarly successful, they very much appreciate the kindness shown by the Hongkong public.

THE Government of India have now before them a question as to the desirability of furnishing the turret ships *Magdala* and *Abyssinia*, stationed at Bombay Harbour, with light quick-firing guns and torpedo nets. This equipment would materially enhance their defensive strength.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.  
 Selection—"On the Road to Moscow" Loc. Selection—"The Pirates of Penzance" Sullivan.  
 Selection—"The Deep Blue Sea" Brewer.  
 "God save the King."

REUTER'S plain little statement to the effect that Russia's increasing friendliness towards Serbia and Bulgaria is causing anxiety in Austria, reminds one of Rudyard Kipling's poem which warns one to beware of the friendship of "the bear that walks like a man." It is quite safe for one of the bigger Powers to be friendly with the Bear, but little nations like Serbia and Bulgaria should remember that ursine hugs are apt to prove disastrous to the huggers.

WE have recently received a copy of the *Asiatic*. The articles appear to be very interesting, but, as they printed in German, we unfortunately cannot read them. Amongst the advertisements, however, we are much taken with a page illustrated with dredging machinery, and we are sure that the Schwimmabagger and Trockenbagger there described would interest the Canton River people. If the Canton River would only swim it might be possible to bagger, but she appears to hate the light of day.

H.E. TAO MON of the Liang Kuang is, says the *Sin Wan Po*, so impressed with the loss China sustains because she is a silver-using country, that he has ordered the minting of gold coins after the weight and style of foreign coins. This is a good example of the independence of the Provincial authorities, apparently without the warrant of the Central Government.

In other lands such matters as coinage are not left to provincial management. Probably, says the *Mercury*, Tao Mon in his simplicity, thinks he can by coining a few pieces affect the currency so as to put his country into the category of the gold standard countries.

THE shooting of our wounded by the Boers, as reported in the Reuter's telegram published elsewhere, will not, we imagine, tend to popularize the cause of the Boers in any civilized country. When fighting an uncivilized nation one can expect to have one's wounded cut up after each engagement, but the Boers pretend that they are a cut above savages.

Apparently the Lord has given them a good conceit of themselves and one which we fancy will soon be knocked out of them if they continue such barbarous practices. At all events, we should not be surprised if in future Tommy Atkins somehow or other does not take so many prisoners. This would be the natural sequence of Boer brutality.

I'd love to be a "comber" And in the bar-room stand With a bellyful of whiskey And a quart pot in my hand.

I'd love to be a "comber" Then every job I'd shirk And live on steak and bitter beer And never have to work.

I'd love to be a "comber" And live by telling lies And talk of starving wife and kids With moist and dewy eyes.

I'd love to be a "comber" And cheat each kindly soul By tales of strife and shipwreck Till I pocketed his dol.

I'd love to be a "comber" But I find I cannot lie And hence I fear that I must earn My living till I die.

MR. BRODRICK spoke truly when he said that the mistakes of the Government were due to an excess of consideration for the enemy. If you go and pull a coalheaver's nose you can hardly expect him to politely hand you his card and talk about sending a friend. Yet this is the attitude we have adopted all along with the Boers. We have given them credit for being as honourable as ourselves and the result has been that we have been fooled every time.

The Boer idea of warfare seems to be that a Boer can do as he likes and an Englishman must hold to the strictest laws of honourable warfare. A few hangings and shootings at the commencement of the war would have gone far towards disabusing their minds on this point, and it is not too late to start these little object lessons even now. In the words of the old nursery rhyme, we would like to see Lord Kitchener "hang one, fry another, roast a third and shoot his brother."

THE abnormal congestion of work in the Calcutta High Court has induced the Bengal Chamber of Commerce to address a strong representation on the subject to Government. It appears that some cases filed eight years ago on the Original Side have not yet been heard. The Chamber advocates the appointment of a new Judge, increased clerical staff, and the further employment of shorthand writers.

THIS advertisement appeared in the *Times* of June 5th, 1801:—

One thousand pounds will be advanced to any Gentleman or Lady, who has interest to procure the Advertiser an adequate permanent situation in any of the public offices under Government, where the requisite attendance will be regular and moderate, and the employment respectable. The greatest secrecy may be relied on Address to A. B. No. 24, Southampton-buildings; Chancery-lane.

THE smash up of *Shamrock II*, says *Fairplay*, will take away from the interest in the race, but nobody, at any rate on the Clyde, seems very sorry, as the clap-trap mystery about her has turned the public against her, and the whole business is regarded as a put-up job and a cheap advertisement. In marked contrast was the building of P. M. Inglis's 65-rater designed by young Herreshoff, and built at the Pointhouse; there was no secrecy, no covering the hull with canvas, and, no inspired paragraphs, yet there was much more that was novel and worth copying in the one case, than in the other. Mr. Watson's warning at the festivities which followed the launch of *Shamrock II*, about the danger of boasting when putting on one's armour instead of waiting until the putting-off of same, has been amply justified by the series of mishaps to the challenger since she left the builders' yard.

THE delegates of the Malaria Committee of the Royal Society, Doctors Stephens and Christopher, whose main object in visiting India is to seek for and investigate cases of black-water fever, a most deadly disease to Europeans in Central and West Africa, and some cases of which have been reported from the Doonars, Sylhet, and other malarious localities in India, are now at Simla, says a recent *A. of India*, where the following plan of work has been arranged, in consultation with the Sanitary Commissioner with the Government of India.—Dr. Christopher goes to Main Meer and Amritsar to make preliminary arrangements for the autumn campaign (in co-operation with the Medical Officers of those military cantonments) against malaria. He then joins Dr. Stephens in Calcutta, by which time Captain S. P. James, I.M.S., will have returned from China. All three will then go to Darjeeling, the Terai, and the Doonars to investigate the black-water fever.

WHAT the *Chicago Journal* contains a pat description of the situation was given recently by the Chinese Minister in Paris. Chinese reports have it that a million natives have been killed by the foreign troops since their arrival in China. Said the Minister:—"I am reminded of one of the stories in a little collection of amusing tales and jokes called in our country 'Tea-Pao' ('The Family Treasure'), published in 1707 in the reign of Kang Chi. A certain man, who was reputed to have much wealth, was attacked one day by a robber who cried out, 'Hand me over all your money or I will kill you.' 'Tsai-mi, for that was his name, refused to give the money, and thereupon the robber seized him and belaboured him without mercy. 'Now,' he cried again at length, when tired of beating his victim, 'will you give the money?' 'Let us examine the question,' returned Tsai-mi between his groans. 'You have half killed me. Would it not be fair to take only half my money?' Now, that is the state of affairs in China."

At a lecture at the Imperial Institute recently delivered by Dr. A. Munro, on the "Locust Plague and its Suppression," the lecturer said he first became acquainted with the locust in 1890, while travelling in Argentina, since which time he had made a close study of the insect. In 1896 he had gone to South Africa, and found that the locusts there, in their habits and essential characteristics, were identical with those of South America. The technical name for the insect he was describing was *locusta migratoria*. It had its permanent homes—regions from which it was never entirely absent—such as the borders of the Mediterranean, limited parts of India, Central China, Central and Southern Africa, certain parts of the United States—near the Rocky Mountains, and some parts of both South America and Australasia. Its temporary homes, places to which it occasionally migrated, existed more or less all over the world where the climate was sufficiently warm and otherwise suitable.

THE discovery in a Chilian copper-mine of the body of an Indian workman who had died there many years ago, and who had been preserved from decay by the antiseptic action of the copper, is reported by J. A. W. Murdoch in *The Engineering and Mining Journal* (May 11). The mine in question is situated in the Chuquicamat, in the desert of Atacama. The Indian had evidently been killed by a fall from the roof, while engaged in collecting atacamite in a small basket, which was still in his hand, his stone implements being found alongside. "The body is in a perfect state of preservation, evidently due to impregnation of the tissues by copper salts, as well as to the antiseptic action of the exceedingly dry climate. As these mines were apparently quite unknown to the early Spanish colonists, it is to be inferred that the body is of considerably antiquity; that is corroborated by the style of dress (a waistcoat and two sandals) and by the stone tools used. The local belief is that the date of his death is the time of the Spanish occupation, say 1600 A.D."

AN Indian, contemporary says:—"It is not possible yet to calculate the savings of the Government of India, owing to the continued absence of the troops in South Africa and China. They must have averaged since April 1st about ten lakhs monthly."

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

AT THE MAGISTRACY. IMPORTANT CASE.

P. Hemmert, master of the s.s. *Marie Jensen*, was charged with having a case on board of bubonic plague and not flying the Quarantine flag, nor proceeding to the Quarantine Anchorage.

The Crown Solicitor was for the prosecution, Mr. Hastings for Messrs. Deacon and Hastings appeared for the defendants.

P. C. 7, William Pitt, sworn, said, he was on duty on the 8th July and saw the s.s. *Marie Jensen* coming into the Harbour from the West. He hailed the ship and in reply from the bridge learnt she was from Saigon. He asked if all was well and received the reply, "Yes," and the vessel proceeded to her anchorage between the North and Central fairway. She was not flying a quarantine flag.

Lance Sergeant Burchell of Tsim Tsa Tsui gave corroborative evidence.

Ho "Ko Samin deposed: He was acting House Surgeon at the Tung Wa Hospital. On the morning of the 8th at 10.30 the man called Ng Sin came to the Hospital with two relatives. He had a bubo in the right groin. It was a plague bubo. His tongue was brownish yellow in the centre and at the back. Temperature was 102. He diagnosed the case as plague. The man was afterwards examined by Dr. Thompson and removed to the plague hospital. He sent a notification of the case to the *Marie Jensen* by a watchman, No. 27.

Cross-examined by Mr. Hastings the witness said: The man walked into the Hospital by himself without support. If he had seen him walking in the street there was nothing to lead him to suppose he was suffering from plague. The disease sometimes comes on very suddenly, some patients dying within 6 hours of their being attacked.

By the Crown Solicitor. It would have taken 24 hours for the bubo to have reached the stage in which he saw it.

By Mr. Hemmert. The bubo might show within 6 hours. They come up very quickly. The one on the man was the size of the size of a thumb. He had never seen a bubo of the size to have formed in six hours.

Dr. J. C. Thomson said he was in charge of the Kennedy Town Hospital and inspecting Medical Officer of the Tung Wa Hospital. He examined a man at 11.30 a.m. on the 8th; the patient was delirious. His temperature was 102. He had a bubo in the right groin for which there was no local cause. He died during the afternoon.

He made a *post mortem* examination and found abundant plague bacilli. There was no doubt the man died of plague. He had seen thousands of cases. Judging from what he saw the man must have been suffering for 2 or 3 days. The visible effects could have been felt the previous day if he had been examined.

By Mr. Hastings. He had seen records of cases of plague in which death had occurred in a few hours. No such cases were bubonic. Li Chi Hing said: He was comrade on the *Marie Jensen*. On the morning of the 8th he was on board. There were 180 passengers on board. He did not know a man by the name of Mo Sui. He said he provided provisions for the passengers but was engaged by the charterers.

Mr. Hastings had objected to this witness' evidence on the ground that the agency could not be proved.

His Worship upheld this view and the Crown Solicitor in view of this withdrew the summons.

WILLY'S SCREW.

Ng Kwong Yau was detained for 48 hours to enable him to be whipped with 12 strokes for stealing two brass screws from the launch *Willy*.

A WELL DESERVED SENTENCE.

Ip Fat, a farmer, upon remand was awarded one month's hard labour and two months more if he did not pay \$20 compensation to a neighbour for barbarously injuring a bullock belonging to him.

NEAT CAPTURE.

Tam Chung was in evidence on two charges, one of Miss Daberk and another of Mr. E. Brown, with getting away with, as it seemed, everything he could lay his hands on—the "boy" again. He was sentenced altogether to 3 months hard labour. L. S. Burchell effected the capture after going nearly all over Yau-mai, and the evidence was very conclusive.

ALLEGED CONCEALMENT OF PLAGUE CASE.

Inspector W. Kenny charged C. W. Rason, master of the S.S.



HONGKONG CRICKET FESTIVAL 1901.

We are informed by the Committee of the Hongkong Cricket Club that the Straits have accepted a challenge from the Club to visit the Colony in November next. Shanghai have also practically decided to come, bringing with them two members who will represent them at tennis. The dates fixed for the Intercolonial Cricket week are 11th Nov. to 16th November, but these have not yet been confirmed by the Straits and Shanghai. The Straits have also sent an invitation inviting Hongkong to send a team to Singapore at Chinese New Year 1902, this challenge does not apply to Hongkong only but to China generally. The matter is now under consideration.

WISE AND OTHERWISE.

I do not want to pose as a Scandal purveyor of scandal, Mr. Editor, High Life, but there has been a quarrel between a loving couple at the Naval Yard which should, I think, be brought to public notice. What it is all about I don't know, but, at all events, the couple have separated, and the last time I saw the gentleman he showed signs of having been up all night, was tied into a vehicle and had a nasty cut over his left eyebrow. He was looking pale and worried too. And the worst of it all, I hear that Commodore Powell is at the bottom of it, and it is he that has broken up a happy home and, for all I know, brought desolation upon two loving hearts. It is really scandalous that an officer of his standing, and a married man too, should be mixed up in affairs of this sort. I don't like mentioning names, but as I have been obliged to drag the Commodore into it I may as well say that the hero and heroine of the separation are those figures, Queen Charlotte and Victor Emanuel, at whose marriage the Commodore officiated not so very long ago. I always expected no good would come of the Commodore's matchmaking, for I had always looked upon Queen Charlotte and Victor Emanuel as a very wooden couple, even though they were figures of wax. I have since then, the lady's long residence at the Peak has made her a trifle loquacious. She always carried her nose in the air. Perhaps after my plain speaking the Commodore will do his best to bring them together again. At any rate he might tell a carpenter to pull up Victor's cracked eyebrow.

How strange it is, Mr. Editor, that Government Idiosyncrasies, Officials never call things by the same names as used by the public. If you remember, Mr. Brown, the Analyst, calls the horrid concoctions sold in our low class pubs, good wholesome spirit. Mr. Harrigan calls it "rotgut," or some such euphemistic term. Then too, what the papers called-seavage in the blocked P. & O. drain some time ago, Mr. Bowdler, the Reclamation man, called sand. And now Mr. May is trying to teach us a new name for filth. Really, I think I shall have to set to work on a Dictionary of the Government Language.

Now that the City Hall is Their Annual undergoing its yearly overhaul, Holiday, the natural history specimens from the Museum are having high old times. This morning I saw quite a lot of them perched along the balustrade of the verandah and basking in the sun. There were a couple of bears, a cow, a few deer, a seal and several other animals. They had a somewhat moth-eaten and dejected look, it is true, but the sunshine seemed to be brightening them up a bit and they were evidently much benefited by the fresh air. What a pity it is that these deformed travesties upon nature cannot be pensioned off altogether and newer and better mounted specimens obtained in their place. They are a very many looking lot and time does not seem to improve them.

I see that since the return of Doing Things Commander Ramsey, a new method of signalling transports has been adopted. Before, they were signalled by the hoisting of the red ensign at the masthead, and one was always being taken in by it and imagining a mail was signalled. Now the blue ensign is hoisted at the quarter-yard-arm, a much better method, as it shows from which direction the vessel is coming and avoids confusion with mail signals.

A yarn was told me this week, that I am pretty sure is like most yarns untrue, it was to the effect that a very seedy individual turned up at Kennedy Town Hospital and said he was suffering from plague. He was evidently suffering, but plague being the cause was doubted. On being closely questioned the fact was elicited that he had been informed that patients had unlimited whisky, with ice put on their heads. If this were true and they would add a pint of stout for tiffin he was prepared to give them a fair trial. I can hardly credit this story but I hear that the applicant was quite serious and was ultimately fired, on it being found out that he was living without working on the prayer reclamation.

HONGKONG SHARE MARKET.

HONGKONG, Friday, July 12th. Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—The volume of business transacted during the week has been of a very limited nature and with the exception of a rise in Hongkong and Shanghai Banks, rates remain much the same as last reported. The Hongkong Land Investment and Agency Company, Limited, has declared an Interim Dividend of Six Dollars per share payable on the 27th July. The transfer books will be closed from the 22nd to the 27th instant, both days inclusive. The West Point Buildings Company, Limited, has declared an Interim Dividend of one dollar and fifty cents per share payable on the 27th July. The transfer books will be closed from the 22nd to the 27th instant, inclusive. Banks.—Hongkong and Shanghai Banks have continued to advance and transactions have taken place at 393, 397, and 400 per cent. premium. The London rate is 402. Nationals have buyers at 28. Marine Insurances.—Are practically neglected at present and most stocks are procurable at quotations. Fire Insurances.—Both Hongkong and China Firms are weak and can be obtained at \$350 and \$85 respectively. Shipping.—Hongkong, Canton and Malacca Steamship Line have been bought at \$35 and \$36 and have further enquiries at the latter price. Indo-China Steamships are dull at \$56. China and Manilla keep steady at \$53 for the old and \$52 for the new issue. Star Ferries, old, have been placed at \$24 and the new shares are wanted at \$20. Refineries.—Both stocks under this heading are out of favour. China Sugars are offering at \$144 and Luzons at \$36. Mining.—Punions have been sold at \$54 and more are obtainable. Raibs have ruled firmer and after sales at \$11, \$12 and \$13, are quoted at \$13.

Jebeles are in the market at \$44. Queen Mines have changed hands to a considerable extent at 5 cents. Olivers are unaltered. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have slightly recovered and shares have been fixed at \$307, the market closing with sellers at \$310. Kowloon Wharves have weakened and are offering at \$103. New Amoy Docks are enquired for at \$53. Lands, Hotels and Building.—Hongkong Lands are easier and can be had at \$200. Kowloon Lands are on offer at \$30. West Point has been purchased at \$54. Hongkong Hotels have been negotiated at \$130 and close with further buyers. There is no change in H. C. Mills.—Hongkong Cottons have been disposed of at \$10 and more shares are wanted at \$103. Cigar Companies.—No transactions have come under our notice. Miscellaneous.—Green Island Cements have been dealt in at \$10 and close in demand. A. S. Watsons have found buyers at \$16. Electrics can be sold at \$12 and \$63 for the old and new shares respectively, the dividend paid on the 8th instant. Ices have been done at \$184. Ropes have been purchased at \$173. China Borneos have changed hands at \$35 and \$38. Tramways are in strong request but no shares appear to be obtainable even at \$250.

RETURN OF THE JUBALAND EXPEDITION.

INTERESTING DETAILS.

The Government hired transport *Nevada*, which has brought back the force sent from India for the Jubaland Expedition, entered the Prince's Dock on the 21st ult. with the following officers on board:—Colonel Lech, Captain Mead, Lieut. Bridges, Lieut. Hunter, Lieut. Holmes, Lieut. Robertson-Glasgow, Lieut. Robinson, Captain King, Lieut. Anthony, Lieut. Chatterton, Lieut. Heyland, Staff Sergeant-Rees, Sergeant White and Mr. Stewart. The punitive force, which left Bombay on the 5th January last, consisted of one wing of the 16th Bombay Infantry from Poona, one section of Native Mountain Battery from Abbottabad and No. 46 Native Field Hospital. On arrival at Kismayu they were met by four Companies of Southsese, known as the South African Rifles, and a Camel Corps from Aden. There was also a body of Swahili porters, armed with Martini-Henry rifles captured from the Boers and which came from Cape Colony. These men carried their ammunition in bandoliers. For purposes of transit 300 baggage camels were sent from Aden, 160 Somali camels were raised in Kismayu and a large number of donkeys were supplied from Lamu. The coolies who were employed were of several breeds—Sohili, Wakamba and Waki Kuyu and each had to carry a gross weight of 60 lbs. The contingent sent from India arrived at Kismayu on the 12th January and the whole force, known as the Jubaland Punitive Expeditionary Force, soon after was placed under the command of Colonel Turner, the Sub-Commissioner who had arrived from Mombassa. The object of the expedition, it may be mentioned, was to avenge the murder of Mr. Lennox, the Sub-Commissioner of Jubaland, who while touring in the country in 1900, was put to death together with his escort by the Ogaden Somalis. Operations did not at once begin, but after a wait in camp at Kismayu for some days, which were profitably spent in perfecting arrangements for the advance into the interior along a tract which is thick with bushes, the main body, consisting of three hundred men, proceeded right up to a place known as Somasa which is beyond the capital, Afmadi, the residence of the Ahmed Muggan, the Chieftain of the Ogaden Somalis. Meanwhile the line of communication was established at Gobwen, eleven miles from Kismayu and Yonta, eleven miles off Gobwen. Another armed force was stationed at Afmadi.

The Somalis are tall, slim men, very quick and agile and not wanting in pluck. They are armed with spears and knives, several specimens of which were with the officers on board. Their mode of attack is in couples, that is, one shows fight before his adversary while the other attacks from behind. Referring to the tragic death of Colonel Maitland, Mr. S. who was in medical charge of the force, the officer was good enough to explain the circumstances. When the force reached Afmadi, Captain Gordon, who was in command of the Aden Camel Corps, while reconnoitering captured several heads of cattle, after which the force retired to the advance base to pitch camp for the night. Some of the carriers were out in the jungle cutting wood, and part of the force was engaged in constructing a "bona" (cereal) when the camp was suddenly rushed by the Somalis, who were quick to attack the weakest point, where the hospital was situated. Colonel Maitland was in his tent, and on hearing a cry came out in his shirt sleeves, unarmed, to see what it was all about, when he was set upon by some Somalis who stabbed him fatally in the back. Mr. Mann, of the East African Rifles, who was also attacked with a club at this time, had a narrow escape. In the engagement of Somasa the enemy lost from 400 to 450 killed and the British 10 killed and 21 wounded. No doubt the losses on the other side would have been even greater but for the country being so thick with bushes that in places it was hardly possible to see twenty yards ahead. In fact, to admit of the troops advancing these bushes had to be cut away along the line of march. These bushes afforded excellent hiding places for the enemy, who took advantage of them, and watched the movements of the British. It was precisely under such conditions that the *bona*, or zereba, in which Colonel Maitland was, was raised, the enemy suddenly jumping over one side and rushing out at the other end. After the engagement at Somasa Ahmed Muggan came in from Afmadi and offered to surrender. He is described as a weakly youngster, who wears a simple white garment around his body and over his head and remains barefooted. He is kept a prisoner in confinement in Kismayu until such time as he satisfies the levy of five thousand head of cattle. Up to the time the Indian contingent left (12th ult.) only seventy-nine heads of cattle were brought in. Although the expedition is over as far as the Indian contingent is concerned, the East African Rifles are garrisoning the principal places in Jubaland which are frequented by the Ogadens, to prevent the latter getting supplies or watering their cattle.

The officers of the contingent suffered somewhat from the heat, but otherwise kept excellent health. The men, despite the hard work they had to do, were generally well, the casualties amongst them from disease up to date being only six. In Kismayu, before the contingent left, much rain fell, and the climate since was most pleasant, cooler, it was remarked with some emphasis, than it could ever be in Bombay. The Juba river, which is at the mouth of Kismayu supplies excellent water but it abounds in crocodiles and water carriers have to be wary about them. As it was, the contingent lost three men who were devoured by crocodiles, and the Camel Corps lost two similarly. Inland a good deal of hardship was experienced for want of a sufficient supply of water. Swamps are plentiful and help to breed a standing evil in the country known as the testify. It is very like an ordinary fly, but otherwise is described as having crossed

wings and yellow stripes. They are supposed to be quiescent during the night, but at other times their powers of suction in drawing blood from man or beast are great. These pests are found in swamps and damp places and among thick trees. The mules died in very large numbers in a swampy district near Lake Harding, forty miles from Kismayu, while the troops were on their onward march of 160 miles into the interior. The animals suffered from what is known as African horse sickness. The symptoms are these. The poor beast gets sleepy and enormous swellings show themselves over the head, neck and eyes, and down the neck and chest. The membranes of the eyes are very often so inflamed that they project. The duration of the illness is about 36 hours, during which time the animal apparently suffers no pain, but about ten or fifteen minutes before death he gets violent gripping pains, which cause him to throw himself about so desperately as to knock pieces of skin off his face and body. Post-mortems showed that there was an accumulation of a lot of fluid in the intermuscular tissue. A Vet, who has been a resident of the country for sometime, attributes these symptoms to African horse sickness. The mortality among the camels was very great, while the force also lost a number of valuable horses.—*Advocate of India.*

PROPORTION OF MEN TO WOMEN IN DIFFERENT LANDS.

The estimated population of the earth is 1,500 millions, of whom a little more than half have been actually counted, says the *Staats-Zeitung* (New York). For 1,233 millions, or 88 per cent. of the whole, the sexes have been distinguished in the enumeration and estimation, with the following result:—“Europe, with a population of 334 millions, has a female excess of 3 1/2 millions; but the males are in excess in all the other continents. The excess of males is, in Asia, 16 millions in a population of 815 millions, in Africa more than a million in a population of 27 millions, in America more than a million in a population of 102 millions, in Australia half a million in a population of 4 millions. In the whole 1,233 millions, the net excess of males amounts to 15 1/2 millions, or more than one per cent. Even in Europe there are large districts in which the males outnumber the females. These districts comprise Italy, Greece, Rumania, Bulgaria, Serbia, Bosnia, and Herzegovina, and the country of the Don Cossacks—all in Southeastern Europe—in addition to the little German principality of Liechtenstein; and their aggregate excess of males amounts to half a million. In Portugal, Sweden, and Norway, Russian Poland, and Great Britain, there are, on the other hand, 166 females for every 100 males. Germany has 104 females to 100 males, and the female excess in Hungary, Russia, France, and Belgium is comparatively small. Nor are males in excess in every non-European country. [Nicaragua, for example, has a great excess of females, and as its population consists largely of Indians and half-breeds, we see that female excess is not a peculiarity of the white race. Among the adult negroes of the Transvaal, too, there are many more women than men. The most peculiar ratios are shown by Hongkong and Hawaii. Hawaii has only 533 women, Hongkong only 409, for each 1,000 men.] The general conclusion would seem to be that women are more social creatures than men, for they are more numerous among sparse populations. Pastoral tribes and those that live by the chase show a large excess of males. So do agricultural countries, while in manufacturing countries females predominate. Laws, especially of real estate, inheritance, and marriage have an influence. Climate seems not to be without effect, for in general females predominate in the temperate, males in the hot and cold zones. Even the amount of rainfall has an apparent influence on the ratio of the sexes, arid regions having more males, wet regions more females. The cause is probably the scarcity of food in dry countries. “The most striking result of these statistics is, however, the great total excess of males, which far exceeds the excess of females in Europe. But the superfluous woman of Europe will probably derive little consolation from the fact that five husbands or nearly so—are waiting for her in the wilderness.”—Translation made for *The Literary Digest*.

THE CRIME OF SLEEP.

HEAVY-LOADED SOLDIERS SENT TO DARTMOOR.

A home contemporary says:—“One of his Majesty's prisons in this country are forty men who have committed no offence against the civil laws of the land, but who will shortly be transferred to Dartmoor, where they will serve terms of penal servitude in close association with common felons, life-long thieves, would-be murderers, or blackmailers. Recently some of these men were transferred from a local prison to Dartmoor, and while being transferred they were, no doubt by routine, chained to ordinary convicts, men who have committed social crimes against the community. The sentences of these forty men vary from three to ten years' penal servitude. Yet they are not common felons, like the men with whom they are herded. The sole offence of which they have been convicted is that of sleeping when they should have been awake. They are soldiers, or perhaps they should now be called ex-soldiers, the King, who fell asleep at the post of duty in South Africa. One of them is a young Volunteer of good family, sentenced to eight years' penal servitude for this offence. Many of the men have protested with tears that they fell asleep through exhaustion after a long day's toil. In the local prisons, to which these delinquent soldiers of the King are first taken on arriving in custody from South Africa, a proper distinction is drawn between the faulty soldier or erring Volunteer, and the off-condemned gaoled-bird. They are kept apart, take exercise apart and wear different dress: The man who has fought for his country and then made a terrible blunder is not chained with the forger and the “moral degenerate.” But in the convict prison the difference disappears. They are all convicts, the Volunteer included. The knowledge of this fact has already created intense indignation in the limited circle in which it has travelled. The War Office regards the treatment of its prisoners in this way as a regrettable incident which it cannot help. There have been, it is pleaded, so many military prisoners for various offences that the prison arrangements are pressed. Nevertheless, the War Office holds that it is necessary to make a severe example of men who sleep on duty. It is further suggested that men are not sentenced for long terms merely for sleeping on duty, and that if they are sentenced for more than two years they are dismissed from the Army with ignominy and cease to be soldiers. So the War Office washes its hands of responsibility. Against this, persons who are qualified to speak, assert that most of the soldiers who have been herded with convicts are serving sentences for being found asleep, and for nothing else. If they behave themselves in their convict

homes, these ex-soldiers will eventually be released on ticket-of-leave, like burglars. [We have, however, heard a different version of the sentences on these men, to the effect that they are undergoing terms of imprisonment, not for sleeping on duty, but for having in various ways, aided and given information to the Boers.—*Ed. H.K.T.*]

NOTANDA.

CALENDAR.

JULY.

Astronomical means based on fifteen years' observations to 1898.

Barometer	59.78	59.78
Thermometer	81.6	81.6
Humidity	83.0	83.0
Rainfall	14.210	14.210

TO-DAY.

WEATHER REPORT. On date 10 a.m. On date 4 p.m.

Barometer	59.78	59.69
Temperature	84	83
Humidity	78	81
Rainfall	0.41	—

TO-DAY.

Saturday, 13th July, 1901.

Chinese—28th of 5th moon of 27th year of Kwang-su.

Sun—Rises	5hr. 24min.
Sets	6hr. 45min.
Moon—Max. Declination N. 6hr. a.m.	
High water—Morning	6hr. 18min.
Afternoon	6hr. 30min.
Low water—Morning	6hr. 00min.
Afternoon	1hr. 41min.

ANNIVERSARIES.

- 1635—The first English ship reached China.
- 1875—The Imperial Torpedo College, Foochow, opened.
- 1878—Treaty of Berlin signed.
- 1893—French gunboats fired upon by Siamese at Paknam.
- 1896—Disturbances at Amoy: H.M.S. *Redpole* landed a party to protect foreigners.
- 1897—Mr. Cecil Rhodes censured by the South African Committee.
- 1899—Portuguese steamer *Taiping* held up on Canton river.

TO-MORROW.

Sunday, 14th July, 1901.

Chinese—29th of 5th moon of 27th year of Kwang-su.

Sun—Rises	5hr. 24min.
Sets	6hr. 45min.
Moon—Max. Declination N. 6hr. a.m.	
High water—Morning	7hr. 13min.
Afternoon	6hr. 23min.
Low water—Morning	6hr. 12min.
Afternoon	2hr. 20min.

ANNIVERSARIES.

- 1834—Lord Napier and suite arrived in China.
- 1875—Shimonoseki forts bombarded by the British, French and American squadrons.
- 1890—Death of the Hon. A. Lister at Yokohama.
- 1896—Li Hung-chang received by President Faure, and attempted assassination of the latter.
- 1898—Santiago surrendered.
- 1899—More trouble reported in Szechuen.
- 1900—The Native City of Tientsin Captured by the Allied Forces.

AGENDA.

TO-DAY.

Cargo ex *Kaiow* subject to rent.

TO-MORROW.

CHURCH SERVICES.

- St. John's Cathedral:—Communion, 7 a.m., 11 a.m., 5 p.m., 7 a.m., 8 a.m., and 9 a.m. Benediction, 5 p.m.
- Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 a.m. Benediction, 5 p.m.
- German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
- St. Francis Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
- St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
- St. Anthony's Chapel, West Point:—Mass, 8 a.m.
- Wesleyan Methodist Church:—S. services, 10.30 a.m. and 4.45 p.m.
- Union Church:—Services, 11 a.m. and 6 p.m.
- St. Peter's Church, West Point.

Sixth Sunday after Trinity (July 14th), Holy Communion, (7.30 a.m.)

Matins 11 a.m. Hymns 355, 376, 22 (S. H.) and 32 (S. H.)

Evensong (6.30 p.m.)

Hymns, 415, 392, 16 (S. H.) and 29 (S. H.)

The Mission Launch *Day Spring* will visit the ships between 9.15 and 10.15 a.m. and between 5.00 and 6 p.m. (Kowloon, 10.30 and 6.00) returning after service. The “answering pennant” may be hoisted.

(About)—C. N. Co.'s steamer *Taiwan* leaves for Manila.

C. N. Co.'s steamer *Taiwan* leaves for Amoy.

O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

Daylight.—The steamer *Hindustan* leaves for Kobe and Yokohama.

MONDAY, 15th.

(About)—N. Y. L. steamer *Arara* leaves for New York via Suez Canal.

TUESDAY, 16th.

3 p.m.—I. C. S. steamer *Suisang* leaves for Singapore, Penang and Calcutta.

SHIPPING-GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—  
July 1st.  
Captain Merles, formerly of the *Hoihow*, has been appointed captain of the *Hanoi*.  
Captain Merles, Jun., formerly captain of the *Hanoi*, is appointed to the *Hoihow* in the same capacity.  
Captain Anderson has been appointed to the command of the *Hanoi*.  
Mr. Rodger, formerly 2nd officer s.s. *Diamond*, has gone home, and will return as chief officer of one of Messrs. Sheehan's new steamers.  
Mr. Fraser, 3rd officer, has been promoted 2nd officer of the *Diamond*.  
Mr. F. Turner has been appointed 3rd officer of the same ship.  
Mr. Swanton is appointed 3rd officer of the *Bismarck*.  
Mr. Arthur Noley is appointed chief officer of the s.s. *Diamond*.  
July 3rd.  
Mr. C. Westerland, chief officer of the *Hoihow*, is transferred to the same post on the *Hanoi*.  
Mr. Rie, chief engineer of the *Siam*, has been relieved by Mr. Remy.

July 8th.  
Mr. J. H. Hutchings, 2nd officer of the *Glenlogan*, is promoted chief officer of the *Glenlogan*.  
July 9th.  
Mr. W. G. Elder, late 3rd engineer, *Taisang*, has been transferred to the *Yiksang*.  
Mr. J. Smart, acting 3rd engineer, *Yiksang*, has signed off.  
Mr. Thomas Evans, 2nd officer, *Esang*, is transferred to the *Latsang*.  
Mr. G. C. Purton, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.  
Mr. J. Douglas, from leave, has gone and engineer, *Taisang*.  
Mr. H. Culbertson, 2nd engineer, *Taisang*, is awaiting orders.  
Mr. P. H. Cowan, chief officer, *Chungking*, is transferred to the *Shengkung*.  
Captain P. Garriock, late *Paoting*, is transferred to the *Hoihow*.  
Captain L. Dawson, *Hoihow*, is transferred to the *Kuysang*.  
Mr. A. McColl, late acting 2nd engineer, *Shang*, is transferred 3rd engineer, *Tamsui*.  
Mr. W. H. Arnold, 3rd engineer, *Tamsui*, is on leave.

July 10th.

Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Faiching*.

Mr. Daniel has gone 2nd officer of the *Hailong*.

Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Hailong*.

Mr. R. A. Musgrave is appointed 2nd engineer of the *Thales*.

July 12th.

Mr. E. B. Hayes is transferred from the *Hunan* as chief officer to the *Wahpang*.

Mr. T. Davies is transferred from s.s. *Hoihow* as 2nd officer of the *Whampoa*.

July 13th.

Mr. H. Coughlan, 2nd officer of the *Indranti*, is transferred to the *Indranti*.

Mr. Firth, R.N.R. sails as 2nd officer of the *Indranti*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

- American (*Gaelic*) to-morrow.
- French (*Birir Maru*) 15th instant.
- Australian (*Cultrick*) 16th instant.
- Indian (*Arratoon Apar*) 16th instant.
- American (*Hongkong Maru*) 20th instant.
- German (*Konig Albert*) 23rd instant.
- American (*China*) 27th instant.
- Canadian (*Empress of China*) 30th instant.
- American (*Doric*) 7th prox.

The Glen Line steamer *Guthrie* from Sydney left Manila to-day for this port.

The H. A. L. steamer *Sithonia* from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 17th inst.

The Imperial German Mail steamer *Hamburg* which left here on the 13th ult., arrived at Genoa on Friday p.m. the 12th inst.

The N. Y. K. Co.'s steamer *Kagoshima Maru* (Bombay Line) left Shimonoseki for this port on the 12th inst. a.m. and is expected to arrive here on the 17th inst.

The Imperial German Mail steamer *Konig Albert* carrying the German Mails with dates from Berlin of the 24th ult., left Colombo to-day the 13th inst. a.m. and may be expected here on or about Tuesday, the 23rd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	At	Kowloon Dock
<i>Union</i>	11 a.m.	
<i>Sithon</i>	11 a.m.	
<i>Hollander</i>	11 a.m.	
<i>Nanshan</i>	11 a.m.	
<i>Sungking</i>	11 a.m.	
<i>Colonia</i>	11 a.m.	
<i>Suisang</i>	11 a.m.	
<i>Aberdeen</i>	11 a.m.	

PASSED THE CANAL.

- Outward:—11th June—*Kailow, Kongsberg, St. Irene, Erschberg, Franz, Ferdinand, Erica, Glenlogan, Glenroy*. 14th June—*Bamborg, Patroska, Ernest Simons*. 18th June—*Antenor, Indus, Awa Maru*. 21st June—*Bingo Maru, Ederton*. 25th June—*Mogul, Neckar*. 28th June—*Benneue, Stentor, Saxonia, Alexandria*. 2nd July—*Bombay, China, Suevia, Konig, Alster, Gode, Salford*. 5th July—*Oceanic, Ulster, Tamsui Maru, Tamsui, Segura*. 9th July—*Glenfarg, Glenhurst, Macilla, Sibiria, Spithhead, Incman, Warrior*. 10th July—*Pisa*. Homebound:—18th June—*Stuttgart, Banca, Dardanelle, Meridia, Oceanic, Sithonia*. 25th June—*Canton, Prussia, Sibiria*. 2nd July—*Calcutta, Ceylon, Laos, Inaba Maru*. 5th July—*Afridi*. 9th July—*Hamburg*.

ARRIVALS.

- 12th July—*Haiphong*. 16th July, and Hoihow 11th, Rice.—Order.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.
- 12th July—*Bangkok*. 6th July, Rice.—Butterfield & Swire.

SHIPPING.

HAIPHONG, British steamer, 783, H. Bathurst, 12th July—Haiphong, 16th July, and Hoihow 11th, Rice.—Order.

*Hindustan*, British str., for Kobe.  
*Jacob Diederichsen*, German str., for Hoihow.  
*City of Peking*, British str., for Amoy.  
*Daigai Maru*, Japanese str., for Sandakan.  
*Fak Kong*, British str., for Swatow.  
*Prometheus*, British str., for Canton.  
*Neser*, British str., for Moji.  
*Marie Jansen*, German str., for Saigon.  
*Hailong*, British str., for Swatow.

Departures.

- July 13, *Java*, British str., for Singapore.
- July 13, *Glenroy*, British str., for Shanghai.
- July 13, *Shantung*, British str., for Hongkong.
- July 13, *India*, British transport, for Bombay.
- July 13, *City of Peking*, British str., for San Francisco.
- July



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU T. Mura	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON, KANT, WERF, via SINGAPORE, PERANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Walcott	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th July, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

## THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 4th July, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on MONDAY, the 15th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent.

SHEWAN, TOMES & CO. Hongkong, 12th July, 1901. [555c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	July 16
Glenogle	3,759	W. Frakes	July 26
Tacoma	2,811	J. Alwen	Aug. 6

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th June, 1901. [4c]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "SUNDA," Captain E. R. Dowell, R.N.R., carrying His Majesty's Mails, will be despatched from this BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 6th July, 1901. [4c]

## REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

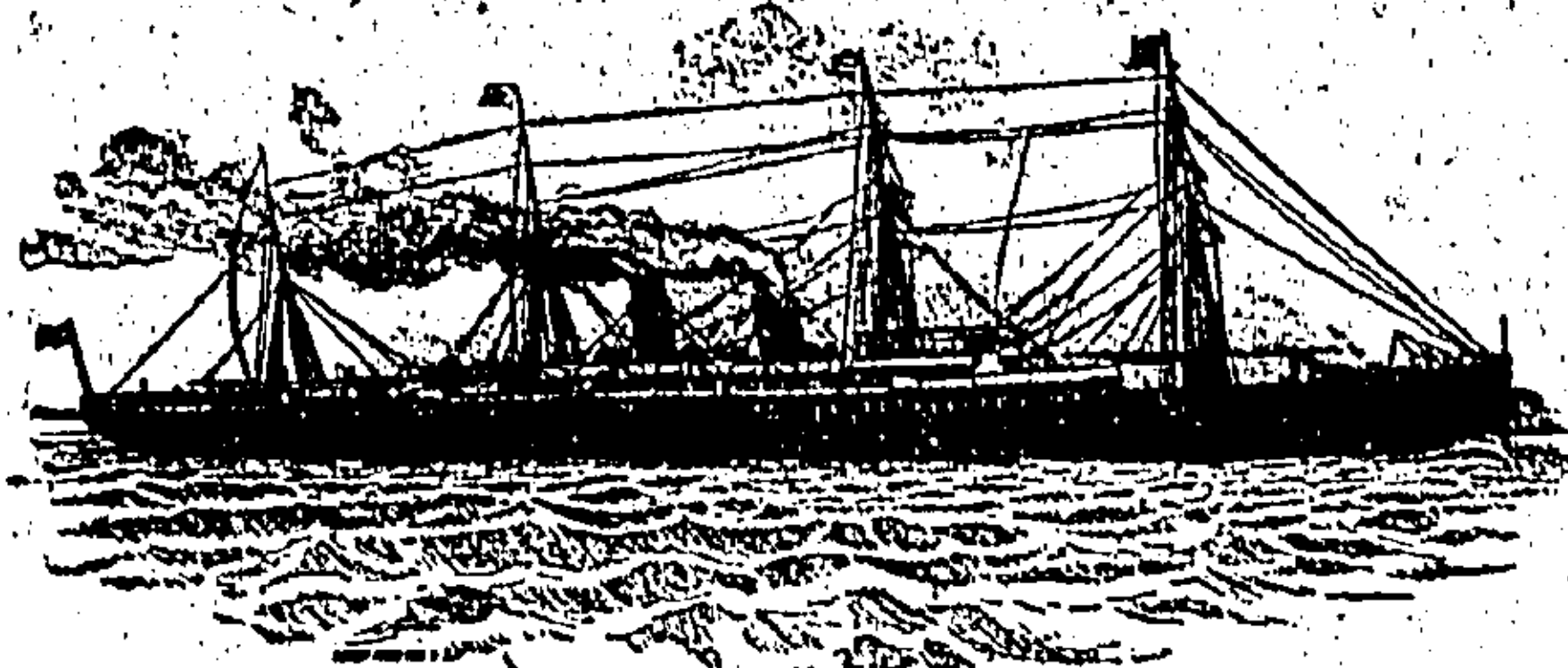
"HUDSON" about 1st Aug.  
"HEATHBURN" about 15th Aug.  
"JUPITER" about 1st Sept.  
"SATSUMA" about 15th Sept.  
"RICHMOND CASTLE" about 1st Oct.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 13th July, 1901. [445c]

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

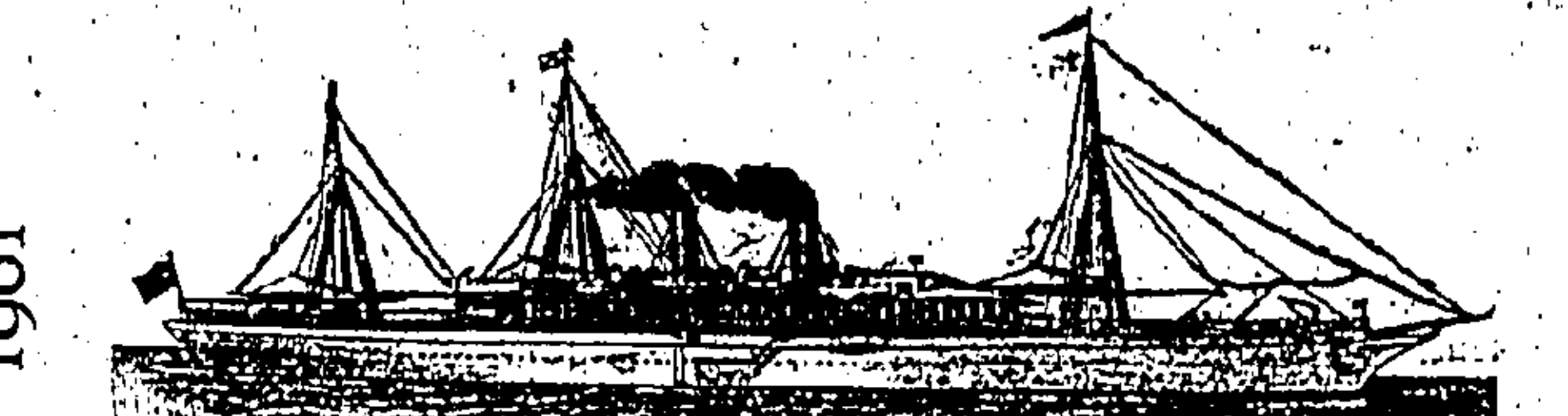
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 13th July, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th July.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers' Street.

Hongkong, 26th June, 1901. [3c]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OFORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG Schueder	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th July. Freight.
ACILIA v. Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th June, 1901. [431c]

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"WHANPOA"	19th instant.
ILOILO and CEBU	"CHIKANG"	21st instant.
MANILA	"TAIWAN"	14th instant.
MANILA	"TSINAN"	27th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	14th instant.
	"TSINAN"	27th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th July, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DOE.
GLASGOW and LIVERPOOL	"STENTOR"	23rd July.
"	"IDOMENEUS"	7th August.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ALCIBIOUS"	23rd July.
"	"DEUGALION"	6th August.
"	"PELEUS"	20th August.
"	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"GLAUCUS"	18th July.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 9th July, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, TO-MORROW, the 14th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th July, 1901. [256c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain E. J. Tadd, will be despatched as above on TUESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th July, 1901. [730c]

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901. [321c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901. [688c]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th June, 1901. [681c]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISOW," Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c]

## FOR KOBE AND YOKOHAMA.

THE Steamship

"HINDUSTAN," Captain Williams, will be despatched for the above Ports, TO-MORROW, the 14th instant, at Daylight.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 13th July, 1901. [740c]

## FOR CALCUTTA (DIRECT) via SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ," Captain Fuchs, will be despatched for the above Ports, on FRIDAY, the 19th instant, at Noon.

For Freight and further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Queen's Buildings, No. 1.

Hongkong, 8th July, 1901. [723c]

## SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901. [527c







